

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Yvonne B. Burke, Los Angeles County • First Vice President: Gary Ovitt, San Bernardino County • Second Vice President: Richard Dixon, Lake Forest • Immediate Past President: Toni Young, Port Hueneme

Imperial County: Victor Carrillo, Imperial County • Jon Edney, El Centro

Los Angeles County: Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Paul Bowlen, Cerritos • Todd Campbell, Burbank • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • David Gafin, Downey • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • José Huizar, Los Angeles • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Rosendahl, Los Angeles • Greig Smith, Los Angeles • Tom Sykes, Walnut • Paul Talbot, Alhambra • Mike Ten, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beaman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glaab, Laguna Niguel • Marilyn Poe, Los Alamitos

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wagner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

MEETING OF THE

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

Thursday, October 19, 2006

9:00 a.m. – 10:30 a.m.

***** note start time *****

SCAG Offices

818 W. 7th Street, 12th Floor

San Bernardino Conference Room

Los Angeles, CA 90017

(213) 236-1800

Video Conference Location

SCAG Inland Empire Office

3600 Lime Street, Suite 216

Riverside, CA 92501

(951) 784-1513

Agendas and handouts are provided at www.scag.ca.gov/rtpac. If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shawn Kuk at (213) 236-1831 or kuk@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

AGENDA

REVISED – OCT. 16, 2006

PAGE# TIME

*Any item listed on the agenda (action or information)
may be acted upon at the discretion of the Committee.*

1.0 CALL TO ORDER & INTRODUCTIONS

Doug Kim, LACMTA,
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Approve Minutes of September 7, 2006 1
Attached

3.1.2 Approve Minutes of September 21, 2006 11
Attached

3.2 Information Items

3.2.1 SCAG Regional Activities Relevant to RTP Development 22
Attached

4.0 DISCUSSION ITEMS

4.1 Continuation of discussion from Oct. 16 Joe Carreras, 60 minutes
regarding vacancy needs and fair share SCAG
issues

5.0 STAFF REPORT

6.0 ADJOURNMENT

The next meeting of the Plans & Programs Technical Advisory Committee will be held at the SCAG offices on Thursday, November 16, 2006.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Plans & Programs Technical Advisory Committee (TAC)

September 7, 2006 Special Meeting

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING. THE AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The TAC held a special meeting at the SCAG offices in Downtown Los Angeles. The meeting was called to order by Chair Doug Kim, LACMTA.

Members Present

Jacki Bacharach	South Bay Cities COG
Shefa Bhuiyan	Caltrans District 8
Connie Chung	County of Los Angeles – Regional Planning
Kari Davis	County of Los Angeles – Regional Planning
Deborah Diep	CDR, CSU Fullerton
Kim Fuentes	South Bay Cities COG
Bill Gayk	Riv. Co. Transp. & Land Mgmt. Agency
Linda Guillis	City of Moreno Valley
Tarek Hatata	System Metrics Group
Mark Herwick	County of Los Angeles
Lori Huddleston	LACMTA
Doug Kim	LACMTA
Larry Longenecker	City of Laguna Niguel
Julie Moore	County of Los Angeles – Regional Planning
Brandon Nichols	City of Newport Beach
Tracy Sato	City of Anaheim
Ty Schuiling	SANBAG
Gail Shiimoto-Lohr	OCCOG
Bruce Smith	Ventura County RMA
John Stesney	LACMTA
Jack Tsao	City of Los Angeles
Tony Van Haagen	Caltrans District 7
Carla Walecka	Transportation Corridor Agencies

Via audio/video conference

Scott Brinkston	City of Tustin
Lorena Godinez	City of Ontario
Rosa Lopez	IVAG
Kevin Viera	WRCOG

SCAG Staff

Naresh Amatya	Lynn Harris	Frank Wen
Joe Carreras	Pria Hidisyan	
Simon Choi	Hsi-Hwa Hu	
Elizabeth Delgado	Philip Law	

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

1.0 Call to Order and Introductions

Chair Doug Kim, LACMTA, called the meeting to order. Introductions were made.

2.0 Public Comment Period

There were no comments.

3.0 Discussion Items

Ms. Lynn Harris, SCAG, stated that the TAC should have received the public hearing notice, and that the subregional coordinators have received communication regarding the delegation for RHNA. Ms. Harris stated that the questions that were submitted by the TAC to staff since the last meeting are summarized in the agenda packet. Many of the questions deal with the policy application in the RHNA process and we can't answer these yet. Therefore, the questions were divided into those that we can reasonably expect to help address today on the technical standpoint, and those that we have to defer to the subcommittee that will be formed at the CEHD on Thursday.

Ms. Harris stated that the agenda also includes a letter sent to Cathy Creswell, Deputy Director of HCD, on August 4, 2006. Ms. Creswell had asked that SCAG submit its draft integrated growth forecast in five year increments and that we extrapolate and prepare draft housing unit numbers as a preliminary review to start the RHNA process. That was done, and the table is included in the agenda packet.

Ms. Harris stated that the agenda also includes the action item the CEHD will be considering on September 14. The action is to direct staff to proceed with disaggregating the 2007 integrated forecast into smaller geographic levels. That request was before the TAC on several occasions and staff will report to CEHD that the TAC has deliberated on this but not taken action on the item. The recommended action additionally requests that CEHD approve the proposed timeline and allow staff to move forward with the organization and implementation of RHNA within that timeline. The staff report includes tables on population, employment, households, and housing units. Additionally there is a draft schedule for the integrated growth forecast and RHNA process which has been proposed at the executive management level and to the Executive Committee of SCAG. We have proposed this to HCD and we have been given direction from the Executive Committee to hold the first workshop and begin the process outlined here.

Regarding funding for this effort, Ms. Harris stated that in addition to the funding that we already have from our transportation dollars to create the growth forecast, and funding that we have in our new Blueprint grant which allows us to do some creative work integrating forecasting, housing, and mobility, we looked at those opportunities to apply funds to

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

developing both RHNA and the forecast. It was identified to the Regional Council that we needed at least an additional \$750,000 over the two-year period for the original RHNA cycle. That \$750,000 used to be reimbursed from the state but now will have to come from our general fund money. Part of the reason our timeline is so compressed at the technical end is because we only have at most \$500,000. The Executive Committee gave us \$100,000 of general fund money to complete the technical work by the end of the year, prepare a draft housing allocation plan and put it into the public arena, and then start our expanded outreach. This will be ratified at the September 14 Regional Council meeting. We will go back to the Regional Council in January to ask for more funding to finish the work.

Ms. Harris stated that the conversion from households to housing units is not difficult. The preparation in order for cities and counties to give us good input on meeting need is not the technical forecast preparation per se, but it is where we need the outreach and negotiations. That will take place early spring. The integrated forecast is the basis on which we start the RHNA numbers, but there is another methodology that gets applied to the forecast in order to develop the RHNA, and we need a feedback loop to come back into the forecast so they are both consistent.

Ms. Harris referred to the timeline and stated that we've already notified subregions that they may choose to take delegation and handle that negotiation aspect of the RHNA themselves. That is an important policy decision at the local level. Unfortunately, we don't have money to reimburse the subregions for that significant effort so we'll have conversations with CEHD on that. In response to a question, Ms. Harris stated that the subregions have until September 15 to notify SCAG that they are considering delegation and want to talk further with us. The subregions should make a final commitment some time in October based on when they need to take it to their policy makers for a decision.

Ms. Harris stated that the first public hearing methodology workshop is on September 28 and the notice is included in the agenda. The notice walks through the steps of what will be done at the workshop. In response to a question about the 60-day public comment period on the RHNA methodology in existing statute, Ms. Harris stated that the direction we were given to proceed was to do it in accordance with the Pilot Program. This is not intended to meet, nor are we trying to represent, that we are starting RHNA under the existing law. We're starting workshops and methodology discussions as part of the integrated forecast approach and in accordance with the Pilot Program. The technical work over the next few months will be applicable to inform both the forecast and the final RHNA process. By December or January hopefully we'll have the Pilot Program in place.

It was suggested that SCAG prepare a description of the delegation process, specifying the tasks and timelines, so that the subregions take the same set of rules to their boards for action. Ms. Harris clarified that the subregions would be subject to the same tasks and timeline that SCAG is subject to.

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

It was noted that city planners are concerned about not having enough time to complete the revision of the housing elements if the process doesn't go through on a timely basis or if the Pilot Program is not adopted. Ms. Harris stated that the housing element portion of the state law is not something we are aiming to change. However, HCD has the discretion to give local jurisdictions the full year to update the housing elements.

Mr. Ty Schuiling, SANBAG, stated that getting the growth forecast correct at the local level is a major challenge, but the definition of the income thresholds and the methodology to move impacted jurisdictions toward a regional norm may be, from a policy standpoint, even more difficult. However, it isn't clear how addressing these issues fits into the timeline presented.

Next, Ms. Harris pointed to page 23 of the agenda packet, which outlined how the initial \$100,000 is to be spent. At this stage there is no money allocated to the subregions. On page 25 of the agenda packet is the status of the Pilot Program proposal and the draft of what the Pilot Program looks like now after the discussions and negotiations that took place this summer. Finally, on page 29 of the agenda packet is a letter from HCD that was presented to the CEHD and Regional Council. The Regional Council directed staff not to do anything with it until we straightened out the funding or got new legislation relative to RHNA. The letter is included here because many of the TAC's questions dealing with the development of the housing need methodology are answered in here. Ms. Harris added that even if we are able to reach consensus in the region, we still have to convince the state that the consensus reached in our region is what should prevail.

Next, Mr. Joe Carreras, SCAG, discussed the RHNA methodology. His presentation reviewed the basic steps of developing a regional housing needs plan through the lens of the new Pilot Program process.

It was asked if SCAG was going to be preparing a written methodology. Mr. Carreras stated that some of the questions refer to tough policy issues that are yet to be determined and will depend on deliberation by our policy committee. For example, both the existing and proposed programs rely heavily on the AB2158 factors. It will be a challenge to determine how to weigh these factors or take those that are most critical to a fair distribution of housing need and apply those successfully given the feedback from the local governments. We are proposing an intensive interactive set of subregional workshops to begin in October to help determine and distribute the housing need. A subregion taking delegation would be free to apply what best suits its area and not necessarily use what SCAG applies to other areas. In response to a question, Mr. Carreras stated that subregions taking delegation would be responsible for producing the written documentation of the methodology and process they used for making the determinations.

In response to a question regarding Compass, Mr. Carreras stated that Compass is defined more as a program that seeks to help communities in better distributing growth within their own boundaries as opposed to distributions across cities and counties. Mr. Frank Wen,

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

SCAG, added that staff will work with cities and stakeholders to discuss appropriate locations for densification, transit-oriented development, and so on. This input is translated by the growth forecast staff into TAZ-level growth distributions that are provided to the transportation modeling staff as model input.

In response to a question, Mr. Carreras indicated that the 2000 Census will be the basis for this round of RHNA. It is the best and most uniform data available across the region. Mr. Carreras stated that the Census definitions of overcrowded and overpaying households are used. SCAG or a subregion could define existing housing problems differently, but as a basic starting point and for coordination with federal housing planning requirements, these are the indicators that are used. Defining lower income housing need and diversity goals are policy decisions and may vary by region. Data on the homeless is not available, therefore those numbers are not factored into the allocation plan.

In a response to a question, Mr. Carreras stated that while the state looks at demolition permits collected by the Department of Finance (DOF) and doubles it, SCAG is proposing to take the data from the DOF as is and use that as the basis for calculating a reasonable minimum need for replacement units.

In response to a question, Mr. Carreras stated that the correction for desired vacancy rates is more of an issue at the regional level than at the local level. At the regional level it is used to determine the vacancy adjustment for the total regional housing need we'll be expected to maintain. About 95% of the need is related to household growth, and about 5% is related to vacancy adjustments. The state sees a higher ideal rate than we do for our region, and the higher rate would mean more in terms of housing need. We have a conservative assessment of ideal vacancy need that is consistent with the latest Census information. However, it is true that in 2000 we had a very low vacancy situation in some counties. Making up for that through more construction need is an issue that the state will bring up. There is a lot of freedom in the way a region can use the number; we previously have broken down the number for communities as it's broken down for the region. Other MPOs just take the total number and assign that across cities and counties without breaking it down. The regional totals will need to be maintained; subregions taking delegation will assign need across their communities and don't have to specify the breakdown in need, but they still have to maintain their subregional totals.

It was suggested that SCAG prepare an implementation manual for use by subregions and cities, including written clarification about where the region/subregions do or do not have discretion, and a side-by-side comparison of what the Pilot Program is proposing versus what is required in existing statute. Mr. Carreras noted that SCAG did provide to the subregions about ten different elements in a subregional delegation agreement. No decision has been made about producing a manual.

Mr. Carreras stated that SCAG's proposal for the vacancy rate is 2.7%, which has implicit in it the vacancy rate in ownership housing, for-sale housing, and housing for rent. That is on

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

the low side, and HCD is saying it should be more like 3.5%. In the past SCAG has used a number closer to 3%. Our experience is that over time, urban areas mature and vacancy levels change.

In response to a question, Mr. Carreras stated that typically there is a 10% difference between permits issued and what's actually constructed. Usually that percentage drops in years when there's a lot of building activity and vice versa. This is used as a proxy for housing starts.

Mr. Carreras discussed the differences between a policy-based RHNA and a growth forecast. RHNA looks at the population in households and excludes students in dormitories, people in prisons, congregate housing needs for seniors, and the homeless. It looks at the optimal effective vacancy rates by tenure, normal replacement rates, and income group needs allocated across jurisdictions. The growth forecast looks at total population (both in households and not in households), trend-based total vacancy need, and building type breakdowns. Total household growth is key to both approaches.

Regarding the long range housing forecast based on population and employment growth, Ms. Linda Guillis, City of Moreno Valley, asked if the market cycle had been taken into account. The data presented is presuming a continued growth rate comparable to what we've seen as almost the highest growth rate in the history of California during the last five or six years. In western Riverside County, we're seeing a sustained growth rate in industrial and commercial but a significant reduction in new home starts. Mr. Carreras stated that what's driving the housing number is more the employment projection than historical trend.

Next Mr. Carreras discussed the income category groups according to the 2000 Census. The households fall into the categories as follows: very low 24%, low 16%, moderate 18%, and above moderate 42%. These are the regional numbers that we would have to maintain both in terms of the total number and the percentage in the affordable category. In response to a question, Mr. Carreras stated that when these are applied to the construction need, each county will be separate and different. Mr. Wen added that the numbers were calculated based upon each county's median household income. "Very low" households are 50% or lower of the county median, and "low" households are 80% or lower.

Mr. Carreras stated that, in terms of guidance for distributing housing need, the application of AB215 factors is not to be used to reduce overall need or need by income category. It is to be used in providing a much better and more credible distribution between communities. Allocating a lower proportion of need by income category is required in instances of disproportionately high share of households in that category. The county distribution is to be used as the benchmark for this. A delegate subregion would have the ability to define for itself a fair-share adjustment policy, but it would need at a minimum to have one that addresses this issue.

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

In response to a question, Mr. Carreras stated that one of the AB2158 factors is the relationship of jobs to housing, and you could make a policy decision to weight factors differently to try to improve the jobs-housing balance. Mr. Schuiling stated that if we continue to be rigidly tied to this county-by-county median income in terms of definition of affordability thresholds, we're going to have a policy problem.

In response to a question, Mr. Carreras stated that if a city is unable to meet its allocation, the subregional numbers must still be met unless alternative distributions or trade and transfer agreements are proposed.

Ms. Gail Shiomoto-Lohr, OCCOG, stated that the AB2158 factors are supposed to contribute to the development of the RHNA methodology before the numbers are set and allocated down. In the Pilot Program, the AB2158 factors are being considered after the numbers are already established. Mr. Carreras stated that the original intent was to have these factors brought into play at the subregional workshops to better refine the distributions between communities in subregions, and not so much as a tool for refining the county distributions of need or the inter-jurisdictional needs. Ms. Harris stated that there's been discussion relative to AB2158 factors and the forecast because it makes sense to apply the factors at the regional level before we even do the draft allocation plan. These are the two places where the AB2158 factors are important, regionally and at the local level for comment. The September 14 CEHD action is to give staff direction to disaggregate; they are not approving anything. The final growth forecast will be adopted by December 2007, and the draft will be adopted in June/July 2007.

In response to a question from Mr. Bruce Smith, Ventura County, Ms. Harris stated that the subregions have to maintain their total, and whether or not we have the ability to move that total is a policy question that hasn't been answered yet. Mr. Smith clarified that the question was not about trade and transfers but more about changing the forecast total. Mr. Carreras stated that the total regional need for RHNA is set by HCD at the front end, and it's very hard to change. With the work done over the last three years with communities giving input on employment and population change, we've gone a long way in meeting the requirements of the AB2158 factors in terms of the regional forecast.

Regarding subregional delegation, Mr. Carreras stated that subregions would have a great deal of flexibility in distributing housing need across their planning area. This delegation responsibility is voluntary, and SCAG is accepting expressions of interest to accept delegation. The subregional workshops will occur in mid-October, and agreements would have to be developed quickly with those subregions that are interested. Mr. Carreras noted that those subregions should work closely with their respective county agency regarding unincorporated areas.

In response to a question regarding legal challenges against numbers developed by a subregion accepting delegation, Mr. Carreras stated that in the notice sent to the subregions,

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

indemnification is not something SCAG can support because there is no funding. The subregions would be responsible for addressing the appeals.

In response to a question, Mr. Carreras stated that the regional total need and affordable housing need must be maintained through the process, and there may be some flexibility with respect to county-level allocations. Typically the state establishes the regional need that SCAG must meet, but this time through the Pilot Program, SCAG is attempting to first establish a regional number through its growth forecast and submit it to the state in a bottom-up process.

The TAC asked for written responses to the questions in the agenda packet.

Mr. Carreras stated that there is a bill on the Governor's desk that would allow college dormitories to be counted toward the regional housing need (AB2572 Emerson). Another bill on the Governor's desk would add a new income category, "extremely low income." This category was actually used by SCAG last time for the existing housing needs statement because that category is in federal housing planning requirements but not state requirements. Next, Mr. Carreras stated that the bill on the RHNA Pilot Program did not make it through the August legislative session. There is generally broad agreement on the language in the bill. It will likely be introduced in December as an urgency bill and could be passed and take effect as early as January 2007.

Regarding the structure of the CEHD subcommittee to be formed at the Sep. 14 meeting, Mr. Carreras stated that the only guidance so far was to ensure that every county was represented. Only policy committee members will be chosen, but they may decide to broaden it with outside stakeholders or local planning staff.

It was noted that the county-level growth forecast numbers provided in the agenda packet are different than the forecasts provided to the TAC back in April. Mr. Wen stated that the numbers in the agenda packet are consistent with what was just presented to the TAC in August. Those numbers represent the policy-level growth forecast, which incorporates the impacts of the private-sector transportation investments in the RTP. The Compass will primarily effect the distribution at the city and sub-city level, and therefore has no impact on the regional or county-level numbers. The numbers presented to the TAC in April were the baseline forecast that does not include the impacts of these policies.

Ms. Shiomoto-Lohr asked if we would have the most reflective condition of what needs to be done to our transportation system if there are these policy implications that are imposed on it but have not yet been tested for reality to see if they would occur. Mr. Wen stated that the policy forecast has been updated to reflect the current conditions and an updated implementation schedule for the policy impacts.

Ms. Carla Walecka suggested that staff make clear to the CEHD that the draft forecast presented to them is the policy forecast, and that staff give them a comparison between the

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

baseline forecast and the policy forecast. They should understand what the technical adjustments were leading up to the policy forecast. Mr. Schuiling stated that we need to have an analytical tool that can serve as an objective basis for reallocations of this kind. SCAG has in the past attempted to develop that kind of a growth allocation tool, which would be very helpful in this situation.

Regarding the growth forecast, Mr. Smith noted that in Ventura County it looks like employment and households are moving up and down at the same rate. However, in Orange County 22.65% increase in employment and only a 1.8% increase in households because those people are moving out to the Inland Empire. These are tremendous policy implications for transportation and mobility. Mr. Smith stated that the work is based on the premise that what has happened in the recent past is in fact going to happen in the future and is desirable. Probably the best thing we can do to improve mobility is to ensure that affordable housing is in close proximity to the jobs created. These questions should be presented to CEHD.

Mr. Wen stated that, in terms of growth redistribution, the policy was to maintain the county numbers and focus instead on minor changes at the subregion level and more significant changes at the smaller geographic level according to the growth visioning principles. Mr. Kim stated that the policy adjustments made to the forecast should be presented in a transparent way to policy makers in terms of why some adjustments should be made or not made. Mr. Schuiling stated that we should have a process in which we have a true base case or most likely outcome, absent significant policy change, and see if we like the outcome. If we do then we're done, otherwise we should look at the suite of policy adjustments that could be made to change that outcome for the better.

Mr. Kim stated that in the last round, the transportation model really did not reflect the capacity constraints that we had on some of our east-west freeways and some of the growth forecast assumptions were not sustainable from the modeling perspective. Ms. Shiomoto-Lohr noted that the Orange County numbers are higher than anything that the County itself is projecting. Mr. John Stesney, MTA, stated that SCAG has taken current trends and projected them into the future. The current trends reflect different policies in different counties and that gets projected into the future as well.

Mr. Wen stated that the forecasting staff welcomes this kind of discussion and would like input on what areas to look at. The forecast presented here reflects the policy discussion from the last RTP. As Mr. Carreras had suggested, we can allocate the households and housing units based upon population and employment, and the weighting factors could give us a tremendously different allocation. Mr. Smith stated it would be useful to know what factors were used to develop the forecast, and how they were used.

In response to a question, Mr. Wen stated that SCAG will be releasing only one set of numbers, which is the policy forecast. However, we will be using the baseline data to be able to assess the benefits or impacts of the policies.

Plans & Programs Technical Advisory Committee (TAC)
September 7, 2006 Special Meeting
Minutes

Ms. Harris stated that staff is able to verbally inform the CEHD that the forecast numbers are an update from the 2004 RTP, and by definition the update includes policy considerations that were made for the 2004 RTP. Staff has been working on both a summary of what those policy applications are, and also be additional policies that could be discussed with the CEHD.

Ms. Tracy Sato, City of Anaheim, stated that Orange County's local forecast is showing significantly less increase in jobs than the SCAG forecast. This is due to a lot of land conversion from commercial and industrial to residential and a resulting loss of jobs. Approximately 50% of the housing growth is actually in infill growth. This could affect the subregional total. Ms. Sato asked at what point could these factors be brought forward into the process. Mr. Wen stated that SCAG has always worked collaboratively with the subregions to make the forecasts as consistent as possible. Mr. Smith stated that it sounds like there is an opportunity at the subsequent workshops to provide the AB2158 factors, and these issues are such factors. It also sounds like the subregional numbers are fluid at this point.

Regarding SCAG's growth forecast versus the DOF projections, Mr. Wen stated that the DOF projections for 2005 are 200,000 lower than actual 2005 numbers. SCAG's numbers are higher than the DOF numbers, but we believe that is the growth the region is going to face. Mr. Smith stated that to the extent that SCAG's forecast is slightly higher than the DOF numbers, at least there is some marginal play within the system that we can entertain appeals in the most egregious cases. Ms. Shiomoto-Lohr stated that this may not be the case for individual counties.

Mr. Schuiling stated that he would be supportive of going with SCAG's forecast, both in terms of the regional total and in terms of the distribution among counties, instead of the DOF numbers because SCAG brought in top economists and folks tracking growth in each of the areas of the region, and DOF does not do any of that.

It was noted that the comparison tables on pages 46 and 47 of the agenda included numbers from the 2004 RTP forecast and not the new 2007 RTP numbers. The TAC requested revised comparison tables to show the 2007 RTP numbers and the DOF projections.

4.0 **Adjournment**

The next meeting was announced as September 21, 2006. The meeting was adjourned.

Plans & Programs Technical Advisory Committee (TAC)

September 21, 2006

Minutes – REVISED Oct. 16, 2006

THE FOLLOWING MINUTES ARE A SUMMARY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING. THE AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The TAC held its meeting at the SCAG offices in Downtown Los Angeles. The meeting was called to order by Chair Doug Kim, LACMTA.

Members Present

Deborah Chankin	Gateway Cities COG
Kim Fuentes	South Bay Cities COG
Bill Gayk	Riverside Co. Transp. & Land Mgmt. Agency
Falan Guan	LACMTA
Tarek Hatata	System Metrics Group
Mark Herwick	County of Los Angeles
Lori Huddleston	LACMTA
Douglas Kim	LACMTA
Paula McHargue	LAWA
Catherine McMillan	CVAG
Miles Mitchell	LADOT
Gregory Nord	OCTA
Tracy Sato	City of Anaheim
Eileen Schoetzow	LAWA
Ty Schuiling	SANBAG
Gail Shiimoto-Lohr	OCCOG
Bruce Smith	Ventura County RMA
John Stesney	LACMTA
Jim Stewart	SCCED
Tony Van Haagen	Caltrans-District 7
Carla Walecka	Transportation Corridor Agencies
Dianna Watson	Caltrans-District 7

Via audio/video conference

Rosa Lopez	IVAG
------------	------

SCAG Staff

Naresh Amatya	Wesley Hong	Jonathan Nadler
Joe Carreras	Hasan Ikhrata	Alan Thompson
Ping Chang	Ma' Ayn Johnson	Frank Wen
Elizabeth Delgado	Shawn Kuk	Danny Wu
Pablo Gutierrez	Philip Law	

1.0 Call to Order and Introductions

Chair Doug Kim, LACMTA, called the meeting to order. Introductions were made.

2.0 Public Comment Period

There were no comments.

3.0 Consent Calendar

3.1 Approval Items

3.1.1 Approve Minutes of August 17, 2006

The meeting minutes were approved with no amendments, no objections.

4.0 Discussion Items

4.1 2007 Air Quality Management Plan

Jonathan Nadler, Program Manager for Air Quality and Conformity at SCAG, presented an update of the 2007 AQMP for the South Coast Air Basin, including a description of SCAG's portion of the Plan.

The focus of the plan is on the new federal PM_{2.5} and 8-hour ozone standards, neither of which were included in previous air plans. The PM_{2.5} standard is required to be attained by 2015, and the 8-hour ozone standard by 2021. SCAG has a legal requirement to develop a portion of the South Coast AQMP, which includes 3 components: 1) socio-economic data, 2) transportation model activity data, and 3) transportation control measures (TCM's).

SCAG provides socio-economic data and transportation model activity data to the South Coast Air Quality management District (SCAQMD) and the California Air Resources Board (CARB). Transportation model activity data is used by the SCAQMD for developing emissions inventories, airshed modeling, attainment demonstration, and setting transportation emission budgets. CARB uses this data in developing their emission factor (EMFAC) model. CARB is in the process of developing an updated EMFAC model (EMFAC2007) which is scheduled for release in November 2007. Timing of CARB's EMFAC update poses some analysis constraints in developing the new AQMP as the two cycles currently overlap. Emissions budgets for the 2007/8 RTP will be based on the 2007 AQMP/State Implementation Plan (SIP).



Transportation control measures (TCM's) are projects that reduce congestion and improve traffic flow, but do not include improvements to engine technology. The TCM's included in the 2007 AQMP are based on constrained projects included in the 2006 RTIP. Once adopted as part of the SIP, specified TCM's/projects become commitments on the part of the air basin, county transportation commissions, and local sponsors. FHWA reviews the RTP and RTIP to check for "timely implementation of TCM's". If TCM's are not meeting respective implementation schedules, formal substitution of TCM's must be made to ensure equivalent emissions reductions will be attained. The 2007 AQMP also includes a RACM (Reasonably Available Control Measures) analysis. RACM is a general requirement of the Clean Air Act to review all potential control measures, including TCMs efforts of other regions, and explain why particular measures are not being utilized. SCAG's RACM analysis for the South Coast Air Basin has found our TCM development program to be robust and leading-edge, with sound justification in cases where particular TCM's are not being employed.

The SCAQMD has done sensitivity analyses establishing that additional emission reductions of approximately 500 tons per day of VOC (volatile organic compounds) and NOx (nitrogen oxides) combined are necessary to demonstrate attainment of the 8-hour ozone standard. These reductions go beyond those requirements specified in the 2003 AQMP for meeting 1-hour ozone standard.

The air district will likely request a "bump-up" from its current Severe-17 status to Extreme Non-Attainment Area status in order to gain some flexibility in meeting the increased reductions standards. The Clean Air Act allows Extreme Non-Attainment Areas the use of "black box measures" which give air districts a bit more regulatory leeway in demonstrating attainment (i.e., less specificity of the control measures making up the black box portion of the air plan). The bump-up would also afford the air district three more years for meeting the 8-hour ozone standard (i.e., 2024).

There is a lot of focus throughout the Region on the issues associated with goods movement. CARB recently released an emissions reduction plan for goods movement as part of the State's Goods Movement Action Plan. SCAG, along with local partners, is involved in the Multi-County Goods Movement Project and other goods movement related efforts. Goods movement has emerged as a potential source for major reductions, historically having not been regulated as intensely as other areas. SCAG contributed discussion in the transportation section of the AQMP in reference to transportation projects and existing difficulties getting through the environmental review process, specifically in regard to diesel emissions associated with goods movement projects. SCAG's discussion also introduces potential "paradigm shifting" technologies to the existing truck and train model.

The 8-hour ozone SIP is due to EPA in June 2007. The PM2.5 SIP is due in April 2008. However, SCAQMD will include both standards in their 2007 AQMP and will need SCAG's portion prior to finalizing their plan update. The new AQMP will then go to CARB who will add their input before submitting to EPA by June 2007. SCAG

has already submitted its draft portion to SCAQMD and provided all other technical input. CARB's portion is not ready yet but SCAQMD will make some assumptions in this regard for their preliminary draft release in October, to be followed by actual draft release in December. SCAQMD plans to submit to their Governing Board in March. CARB will add their portion to the air plan following AQMD's process and then will then submit to U.S. EPA for approval

Ty Schuiling (SANBAG) pointed out that the black box measure is available only for the 8-hour ozone standard and not the PM2.5. Mr. Schuiling's question was in regard to the measurable effectiveness or value of taking on more black box measures in addition to what was put in place in the previous AQMP. Mr. Nadler responded by stating PM2.5 attainment would be less demanding than meeting the 8-hour ozone standard, and without sufficient near-term measures by which the air plan may reach the overall reductions requirement, black box measures may afford the Region some flexibility.

Tony Van Haagen (Caltrans-District 7) raised a question about which transportation model used in the AQMP. Mr. Nadler responded with reference to SCAG's Interim Transportation Model currently being used until the new Transportation Model is finalized. Mr. Van Haagen also asked about availability of modeling results with respect to VMT output from previous used four-loop process and recently used five-loop process. Mr. Nadler acknowledged higher VMT output with current five-loop process and commented that a technical comparison of the two methodologies is being performed..

Jim Stewart (SCCED) asked a question about the significance of diesel truck emissions and the potential of existing truck engine technology (sulfur traps) to help move more quickly toward achieving attainment. Mr. Nadler referred to the new 2007 Heavy Duty Truck Standards coming online which will make the traps "integral" to the engine system. The larger issue is in terms of penetration of the new technology into the fleet. CARB's strategy is one that pushes the penetration of new trucks into the fleet at a rate that is faster than would otherwise occur. CARB is also in process of adopting an in-use regulation for retro-fitting private fleets analogous to the recently adopted public fleet rule. It was noted that retro-fitting is not feasible for all existing truck models.

Mr. Schuiling raised the issue of a mismatch existing between the expected heavy duty truck emissions due to tighter engine standards and recent CARB data showing higher actual emissions from this source. Mr. Nadler noted that a recent U.S. EPA presentation stated that emissions reductions have been tracking emission standards for trucks. Mr. Schuiling concluded by stating that heavy duty truck emissions should remain an area of concern.

Carla Walecka (Transportation Corridor Agencies) asked about the extent of emission reductions to be included in the RTP and TCM's in drafting the new AQMP. Mr.

Nadler's responded that the emission reductions from on-road source strategies are getting smaller and smaller since vehicles are becoming much cleaner. Ms. Walecka asked about SCAG's input on goods movement measures in the new air plan and how SCAQMD will proceed with the PM2.5 portion of the air plan. Mr. Nadler stated that SCAG's input is based on the projects envisioned in the 2004 RTP as adopted by the Regional Council. There remains the possibility that should SCAG introduce a substantial different program for goods movement in the 2007 RTP, the SIP could then be reopened to accommodate the new strategies.

Mr. Schuiling asserted that the black box strategy is dangerous to the success of the freight movement effort. He supported the position that such strategies need to be accompanied by an environmental strategy detailing how we are to achieve attainment, and should be consistent with projected growth scenarios for freight movement. He also expressed concern over moving forward with implementing transportation projects absent a more "fully formed" environmental strategy. At minimum, we should be able to describe the amount of allowable emissions associated with moving the freight stream; otherwise we would jeopardize our ability to implement projects due to inconsistencies with required health standards. Mr. Nadler responded that SCAQMD and CARB are accounting for the increased emissions associated with projected freight growth and will include control strategies achieving significant reductions from the goods movement sector. It was noted that other emission sources, such as consumer products, also need to be accounted for since it is a major contributor to the overall emissions inventory.

4.2 Standing Items

4.2.1 Growth Forecast

2000 Census Jurisdiction-Level Income Distribution

Ms. Elizabeth Delgado (SCAG) presented the income distribution data. Email attachments were distributed earlier in the week describing SCAG's three-step methodology detailing how households were put together using Imperial Valley as an example. The same methodology was used at the jurisdiction/city level. The intent was to notify the Region that SCAG is starting the Regional Housing Needs Assessment (RHNA) policy discussions to avoid the over-concentration of low-income households in areas that already show high concentrations.

Existing Housing Needs Based on HUD Data

Ma'Ayn Johnson (SCAG) discussed existing housing needs and how that was determined for the growth forecast. The HUD website outlines three main categories for housing problems: 1) overcrowding (more than 1.01 persons per bedroom) 2) affordability (more than 30% of household income devoted to housing cost) 3) substandard housing (lack of household facilities). Tables

provided via email show county by county housing unit totals distributed by income levels and tenure.

Joe Carreras (SCAG) presented the overall planning framework for RHNA. There usually is not much focus regarding the Existing Housing Needs Problems Statement which is one of the larger components of RHNA. As local governments update the housing element in their General Plans, the problems statement is a major consideration in determining how communities prioritize resources toward meeting their needs. The data set presented is useful in meeting both federal and state housing requirements. The data will be handed to SCAG (CEHD) in moving forward with the RHNA process.

In regard to fair share guidance, law mandates that we allocate lower proportion of need by income category if it exceeds county average, and county averages will be used to assess local needs. Housing statute calls for allocation methodology to avoid over-concentration of lower income households. Recent change in state housing law to adopt use of county median data has positive impact on affordable housing distribution and fair share adjustments. Key policy implications for Community Economic and Development Policy Committees include policy development for determining local fair share distributions, and how to apply AB2158 factors at the varying geographic scales (region, subregion, county, etc.). Other policy considerations in regard to the appeals process, trades and transfers, alternative distributions, and incentives mechanisms.

Opportunities for sub-regional delegation have been made available and nine have replied in interest already. SCAG is in process of drafting a delegation agreement document. SB1322, pending state legislation, may impact the next RHNA cycle. SB1322 would require assessment of homeless needs in terms of the housing and land use elements. AB2634 would add an extremely low-income category to current framework. This category is currently used to assess existing needs statement but would extend to the future construction needs statement. AB2572-Emerson would require consideration of college dorms in RHNA process.

There was a question regarding the 1.01 persons per bedroom threshold (overcrowding definition). Mr. Carreras clarified definition as being 1.01 persons per room. There was a question about the federal government adjusting the affordability definition in lieu of lending institutions moving toward 35% of gross family income for cost of housing. Mr. Carreras stated that he was not aware of any adjustment being considered and the threshold would remain at 30% of gross family income.

Gail Shiimoto-Lohr (OCCOG) had a question on how the housing problems data is collected. HUD requests from data collected by US Census, Comprehensive Affordability Housing Data Set. Data is available on the HUD website and was accessed and programmed for use by staff. Staff determined that it would also be consistent with related activity at local level as communities typically access same database to apply for CDBG or other affordable housing funds. Ms. Shiimoto-Lohr requested distinction be made on whether over-crowding conditions are being reported on a self-defined (yes/no) basis or being calculated by Census using reported figures on number of people and number of rooms in household.

There was a note from Frank Wen (SCAG) in reference to the highlighted rows on the spreadsheets as being those where aggregate totals do not equal jurisdiction level data.

There was a question about CDP's and assessed needs being included into unincorporated totals. HUD data does not currently distinguish between CDP data for new cities and unincorporated areas. SCAG intends to extract data for new cities from CDP data and then separate between the two.

4.2.2 Highways and Arterials

Preliminary Freeway Bottleneck Analysis

Mr. Tarek Hatata, System Metrics, presented an update on the bottleneck analysis. It was a demonstration of congested locations within the state's highway system was based on Caltrans' annual Highway Congestion Monitoring Program report. The report shows both duration of congestion and overall trends. HICOMP focuses only on severe delay (speeds below 35 mph). PeMS maps will show where congestion is detected broken down by district. Based on the detection, PeMS will show where possible bottlenecks are located. A note was made about the tentative nature of pinpointing bottleneck locations based on detection information as it may be possible that the first detection is upstream despite the actual bottleneck occurring downstream. The combination of the two analysis methods should however provide a reasonable review of projects submitted by counties, subregions and others for inclusion in the RTP.

HICOMP detected delay trends from 1994 to 2004 are available by county or by district. From 1995 to 1998 HICOMP was suspended due to a budget crisis resulting in a lapse of available data. Various district trends for the 10 year period from 1994 to 2004 were presented by PowerPoint. Also noted was that HICOMP data can be imprecise in situations where good detection does not exist. Floating cars are dispatched to monitor congestion over a two-day period and the data collected is extrapolated to assume the annual trend. Source average travel speeds will inevitably vary from day to day. The vulnerability

here is that data collected on a high congestion day may not be as representative of actual congestion conditions and vice versa. Divergence of data in comparing neighboring counties can in part be explained by this potential margin of error. Red points on the PeMS detection maps indicate where there is little or no data being generated.

PeMS data summary tables were prepared for TAC members representing the various counties and districts. All locations that PeMS considered to be possible bottlenecks were grouped, then filtered to isolate only those that were at least ten days active (with congestion) during the month of August. The number of days active is an expression of frequency of congestion and can indicate the increasing likelihood that it is a repetitive bottleneck on a daily basis. Another filter was to look only at those with at least 100 hours of delay per day.

Detection data was broken up also into AM and PM hours. The intent is to map these identified locations using GIS which would provide another layer of assessment for projects submitted. The hope is that a correlation would be possible between proposed projects and potential congestion mitigation impacts. PeMS data for District 8 is missing a significant amount of detection data in reference to eastern portions of I-10. In discussions with Caltrans, there seems to be interest in expanding detection capacity in the system with particulars yet undecided. Detection for District 12 is also spotty, resulting in a limited data pool.

There was a question about the reliability of detection even in areas where it is in place. Mr. Hatata responded by pointing to the challenge on the part of Caltrans districts having limited resources in funding the loops. Another area of concern has been that the communications have not been operating efficiently, where field data is not being received by the TMC. In more severe cases, TMC configuration files will indicate the existence of loop centers where none exist.

Bob Huddy (SCAG) pointed out that construction is a major cause for temporary lapses in detection system.

Carla Walecka (Transportation Corridor Agencies) inquired about lapses in District 8 especially along newly constructed toll roads. Mr. Hatata brought up potential proprietary issues with making detection data available with public-private joint ventures. This was part of the incentives used by the federal government to encourage the partnerships.

Kim Fuentes (South Bay Cities COG) asked about availability of 2005 data for use in 2007 RTP. Mr. Hatata responded positively.

4.2.3 TDM / Non-motorized

Status Report on RTP Non-Motorized Element

Mr. Alan Thompson, SCAG, provided an update of the non-motorized element. SCAG is currently collecting GIS data from all the Region's county transportation commissions. He has initiated contact with various advocacy groups in the attempt to identify what the public is looking for in the Plan. He has received numerous recommendations as a result and is currently reviewing them. The next step will be to complete data collection and reassess SCAG's progress, then follow with a workshop with participation from various advocacy groups, county commissions and others. Discussion would be about plan development, policies, and performance measures.

In response to Doug Kim (LACMTA), Mr. Thompson stated the next update would involve a description of existing conditions, accompanied by GIS maps, and a summary of planned projects included in the RTIP. The next update is anticipated for sometime in November.

4.3 Transit Performance Measures Based on National Transit Database

Mr. Tarek Hatata, SCAG, presented this item and acknowledged that SCAG is committed to assessing the performance of all the modes in the system. The data presented are from the National Transit Database (NTD), with the most current data being from FY2004. As updates for FY2005 come on line, SCAG will update data used for the next RTP to the extent possible. Finance, demographic and population data come from DOF. Trips and service hours data are from NTD. The productivity of the Transit System developed in the previous RTP, is a measure of total person miles divided by total seat miles. Seat miles is calculated by accessing NTD data which shows fleet composition by type multiplied by weighted average number of seats by total vehicle miles. For measuring cost effectiveness, operations data from NTD was analyzed.

Productivity data for FY2000-2004 was displayed on screen. Significant improvements were made in heavy rail going from 35% to 48%. Light rail productivity decreased slightly but the sense is that this was distorted by the opening of the Gold Line which needed time to stabilize. Bus stayed the same in LA County, Riverside, and Ventura, increased in OC, and decreased significantly in San Bernardino. Commuter rail also improved from 35% to 38%.

Population, transit trips, trips per capita, vehicle revenue miles, transit generated revenues (fares + advertising), amount of public subsidies were all presented by PowerPoint. There were \$800 million in subsidies calculated for LA County in 2000 with total operating costs at \$1.2 billion. Farebox recovery, subsidy per transit trip, and subsidy per capita were also described in the presentation. Subsidy per transit trip figures reflect operational efficiency or cost effectiveness. Subsidy per capita shows

you how much it costs for the county as a whole. In 2004, changes show LA Co operating costs rising to \$1.4 billion. Differences between 2000 and 2004 reflect decreases in farebox recovery for all the counties except Ventura. There was discussion about the challenges to farebox recovery especially for LACMTA in light of the Consent Decree.

Ty Schuiling (SANBAG) commented on the state's requirement for a 20% farebox recovery for service to continue. Mr. Hatata stated that farebox recovery trends and transit operations are not sustainable if they continue at current rates of decline.

Charts presented for committee showed transit trips to be growing at less than 5% regionwide while subsidies have increased almost 30%. This points to a need to look at assumptions for improving the growth imbalance. Subsidy per trip has increased almost 25%. Trip growth has also not kept pace with population growth.

Operating funding increased by almost 20%, this was at a much higher rate than inflation. An acceptable increase in operations funding should be at or near the inflation rate, with the assumption that revenues would eventually catch up with inflation due to fare increases with assistance from technology (productivity increases) to make up whatever difference there may remain. A lot of the increase in operating costs can be attributed to expanding revenue miles as opposed to increases to costs per unit. Revenue miles increased by 15%.

Revenues have decreased slightly but this was noted as an anomaly due to not having factored in labor strike activity in the previous year. Nevertheless revenue increases would still not have kept pace with inflation and can be attributed to a lack of increase in fares. A combination of decreasing farebox recovery and increasing subsidies projected out to 2030 should signal major fiscal concerns. And without agreement on some sort of fare increase assumption for the next RTP commensurate or close to inflation, we can expect to have difficulties demonstrating financial constraint for the next Plan.

Gail Shiomoto-Lohr (OCCOG) asked about SCAG's previous (2001 RTP) efforts looking into service provisions i.e. jitney, taxi cabs, etc. Mr. Hatata responded by stating that SCAG's analysis determined unsatisfactory yields from those previously suggested and BRT was selected in the 2004 RTP as a more viable alternative. Doug Kim (LACMTA) commented about associating farebox recovery to income, for instance with Metrolink service having higher recovery rates than local bus lines run by Metro. Mr. Kim added that roadway pricing may be the only other viable approach aside from increasing fares to remain on pace with inflation.

4.4 Update on 2004 RTP Gap Analysis

Mr. Naresh Amatya, SCAG, presented this item. SCAG is continuing to move forward with a two-pronged approach to bring 2004 RTP into compliance with SAFETEA-LU while moving forward with the Plan update. SCAG is continuing to assess what its role should be in terms of the transportation security aspects of the Plan. SCAG's consultant has been gathering information from various agencies with security plans in place.

Environmental mitigation is another requirement of SAFETEA-LU. SCAG's environmental staff is currently studying the EIR document from the 2004 RTP to extract appropriate discussions to include.

There is also an expanded coordination requirement. SCAG is contacting state and federal level regulatory agencies as required, in order to ensure that respective resource maps are consistent with SCAG's transportation plan. Two workshops have been scheduled in this regard. SCAG will host the first workshop on October 10th. The second workshop will be held at SCAG's Riverside office on October 12th. These workshops will contribute to the gap analysis work.

It has come to SCAG's attention that MTC has received confirmation from FHWA that their SAFETEA-LU compliance is not required until their next planning cycle, which is 2009. Mr. Amatya commented that this interpretation of the statutory requirement be acknowledged cautiously as SCAG is still awaiting clarification on how it impacts its RTP and RTIP processes. SCAG will update the TAC accordingly as it continues to receive guidance from regulatory agencies. Conditional relief from the SAFETEA-LU requirement would free up SCAG to focus more resources toward demonstrating compliance for the next RTP.

5.0 **Staff Report**

Mr. Naresh Amatya, SCAG, introduced Shawn Kuk and Pablo Gutierrez as new SCAG staff members.

6.0 **Adjournment**

The next regular meeting was announced as October 19, 2006. A notice will be sent out to the TAC members regarding the special meeting on RHNA. The meeting was adjourned.

MEMO

Date: October 19, 2006
To: Plans and Programs Technical Advisory Committee (TAC)
From: Yu-Ying Chu, System Metrics Group, Inc.
213-382-6875, Yuying_Chu@sysmetgroup.com
Subject: SCAG Regional Activities Relevant to RTP Development

The following tables present a summary of the SCAG Regional Council as well as SCAG committees, sub-committees, advisory committees, and task forces relevant to the development of the RTP.

The table has three columns. The first column identifies the task force or committee. If available, a related website is provided. This column also gives the SCAG contact person for that committee.

The second column is a brief overview of the task force activities from the last meeting for which minutes are available. Note that this is only a brief paraphrasing of the minutes provided by System Metrics Group, Inc. It does not represent the entirety of the minutes from that meeting. Many routine items are not mentioned in this overview (e.g., Approval of prior meeting minutes, list of attendees). If an item is of interest to any member of this TAC, SCAG staff will be pleased to provide a copy of the minutes.

The third column lists the proposed agenda items for the next task force meeting. It also includes the proposed date, time, and location of the next meeting.

SCAG 2006 PLANS & PROGRAMS TAC Task Force Activity Updates

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p>Transportation and Communications Committee (TCC)</p> <p>Website & Meeting Minutes/Agendas: http://www.scag.ca.gov/committees/tcc.htm</p> <p>SCAG Contacts: Naresh Amatya Cathy Alvarado Contact Emails: amatya@scag.ca.gov alvarado@scag.ca.gov Contact Phone: (213) 236-1885 (213) 236-1896</p>	<p>September 14, 2006</p> <p><u>ACTION ITEMS</u> Resolution #06478-2 of Support for Continued Study of Tunnel Option to Complete the 710 Gap Closure Robert Huddy, SCAG, stated that staff has brought this item to the TCC several times over the last few months. The Resolution was a result of additional discussions with various stakeholders. Staff recommends the approval of the Resolution of Support for continued study of a tunnel option to complete the 710 Gap Closure and inclusion of the tunnel as an option to be used for planning in the 2008 Regional Transportation Plan. <i>Recommended Action:</i> Approve the Resolution #06478-2 with amendments to paragraphs 4 and 7 of the resolution as requested by Mayor Herrera, City of Diamond Bar.</p> <p>Regional Aviation System Scenarios for 2008 RTP Michael Armstrong, SCAG, stated that three new regional aviation system scenarios will be modeled for the 2008 RTP using the RADAM regional aviation demand model. These scenarios will forecast regional air passenger and air cargo activity at commercial airports in the region for the years 2010, 2020, 2030, and 2035. They include unconstrained, constrained and preferred scenarios. All three of these scenarios were approved by SCAG's Aviation Task Force at their July 12, 2006 meeting and the scenario assumptions were also extensively reviewed by SCAG's Aviation Technical Advisory Committee. <i>Recommended Action:</i> Approve scenarios.</p> <p>Southern California National Freight Gateway Strategy Memorandum of Understanding (MOU) Mark Pisano presented the MOU. The first principle of the MOU is to highlight the Southern California region's critical role as the national gateway for goods movement and the associated challenges to communities throughout the region in terms of infrastructure, public health and air quality impacts. The second principle is to ensure proactive involvement from the appropriate state and federal agencies</p>	<p>October 5, 2006, 9:45am – 10:30am SCAG Offices, Riverside B</p> <p><u>ACTION ITEMS</u> RCP Security and Emergency Preparedness Chapter Preliminary Performance Outcomes for RCP Security and Emergency Preparedness Chapter, Initial Proposal <i>Recommended Action:</i> Release for Public Review Process.</p> <p>SCAG's Draft Public Participation Plan SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming process in developing its regional transportation plans and programs as a result of changes in the metropolitan planning law in 2005. <i>Recommended Action:</i> Approve the release of SCAG's draft Public Participation Plan for a 45-day public comment period.</p> <p><u>INFORMATION ITEMS</u> Overview of Stakeholder Surveys for Regional Airport Management Implementation Study Professor Steven P. Erie of UCSD will present an overview of stakeholder surveys his team conducted for the study this summer, including elected officials and airport managers around the region.</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>in streamlining the environmental review/approval process. The third principle is to establish a formal process through which state and federal agencies would share responsibility and work collaboratively with Southern California transportation agencies to address the region's infrastructure needs, environmental effects, and community impacts of increasing goods movement through the "Southern California National Freight Gateway", which extends from the San Pedro Bay Ports to the cities of Barstow and Indio, California. The MOU is expected to be finalized in consultation with all the appropriate stakeholders.</p> <p><i>Recommended Action:</i> Recommend to Regional Council to authorize the Executive Director to continue to negotiate and to sign the MOU.</p> <p>Maglev IOS Preliminary Engineering – Draft Summary Report David Chow, IBI Group, presented the draft report summarizing the work efforts completed for the preliminary engineering of the Maglev Initial Operating Segment (IOS) from West LA to Ontario Airport. <i>Recommended Action:</i> Receive and file the item.</p> <p><u>INFORMATION ITEMS</u> Status Report on the CTC Workshop to Establish Criteria for Bond Funding Presenter for the report not available. Item postponed for future meeting.</p> <p>Southern California Regional Rail Authority's Sealed Corridor Program Steve Wylie, Assistant Executive Office, Southern California Regional Rail Authority gave a presentation on the Sealed Corridor Program. This initiative is designed to establish a comprehensive program to enhance grade crossing and rail corridor safety and security along Metrolink's Antelope Valley and Ventura County lines.</p> <p>I-170 (South) EIR/EIS MOU Alan Thompson, SCAG, gave an update on the EIR/EIS MOU. SCAG was preparing to enter into an MOU between</p>	

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	SCAG, Caltrans, the Gateway Cities Council of Governments, and the Los Angeles County Metropolitan Transportation Authority for the purposes of a Statement of Intent, defining the roles and responsibilities of the parties with regard to the project. The request for authorization to enter into the MOU is going before the Administration Committee and the Regional Council at the September 14 meeting.	
Aviation Technical Advisory Committee (ATAC) Website: http://www.scag.ca.gov/aviation SCAG Contact: Mike Armstrong Contact Email: armstron@scag.ca.gov Contact Phone: (213) 236-1914	June 8, 2006 MEETING MINUTES NOT AVAILABLE	October 12, 2006, 10:00am – 12:00 pm Brackett Field Airport MEETING AGENDA NOT AVAILABLE
Regional Modeling Task Force Website: http://www.scag.ca.gov/modeling/mtf/ SCAG Contact: Mike Ainsworth Contact Email: ainswort@scag.ca.gov Contact Phone: (213) 236-1947	September 27, 2006 MEETING MINUTES NOT AVAILABLE	November 29, 2006, 9:30am – 11:30am SCAG Offices, Downtown LA MEETING AGENDA NOT AVAILABLE
Transportation Finance Task Force Website: http://www.scag.ca.gov/transportation%2Dfinance/tfff.htm	June 14, 2006 MEETING MINUTES NOT AVAILABLE	NEXT MEETING CANCELLED UNTIL FURTHER NOTICE

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p>SCAG Contacts: Annie Nam Joseph Alcock Contact Emails: nam@scag.ca.gov alcock@scag.ca.gov Contact Phones: (213) 236-1827 (213) 236-1848</p>		
<p>MagLev Task Force</p> <p>Websites: www.scag.ca.gov/maglev.htm www.calmaglev.org</p> <p>SCAG Contact: Philip Law Contact Email: law@scag.ca.gov Contact Phone: (213) 236-1841</p>	<p>September 11, 2006</p> <p><u>ACTION ITEMS</u> Approve the Draft Reports on Preliminary Engineering for IOS Hasan Ikhata, SCAG, introduced this item and commented on the significance of the completion of the preliminary engineering for the IOS. David Chow, IBI Group, provided an overview of the reports and findings. There are six milestone reports posted on SCAG's website and provided to Maglev Task Force members on CD. The reports detail the engineering and design of three alignment options connecting West LA, Union Station, the San Gabriel Valley, and Ontario Airport. The reports also detail proposed station locations and concepts and cost estimates. Estimated cost for the IOS was \$7.8 billion (I-10 alignment), an increase from the previous estimate of \$5.5 billion. The Task Force approved the six milestone reports.</p> <p><u>INFORMATION ITEMS</u> Proposed Interim Joint Powers Agreement to Conduct High Speed Rail Planning This item was pulled from the agenda.</p>	<p>October 12, 2006 - 10:00am – 12:00pm SCAG Offices, Riverside B</p> <p><u>INFORMATION ITEMS</u> Update on Shanghai Trip</p> <p>Update on Maglev Accident in Germany</p> <p>System Design Status Report</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p>Aviation Task Force</p> <p>Website: www.scag.ca.gov/aviation</p> <p>SCAG Contact: Mike Armstrong Contact Email: armstron@scag.ca.gov Contact Phone: (213) 236-1914 Or Alan Thompson Contact Email: Thompson@scag.ca.gov Contact Phone: (213) 236-1940</p>	<p>July 27, 2006</p> <p><u>INFORMATION ITEMS</u></p> <p>Update on San Diego Airport Site Selection Keith Wilshetz, Planning Director at San Diego County Regional Airport Authority, updated the task force on the progress of the site selection process in San Diego. Of nine sites that meet the selection requirements, Miramar seems to be the best. On June 5, 2006, the Airport Authority Board adopted a resolution for a commercial airport at Miramar.</p> <p>Overview of Regional Aviation Demand Allocation Model (RADAM) Dr. Andrew McKenzie, CitiGroup Technologies, gave a presentation on the 'Regional Aviation Demand Allocation Model' (RADAM) used to generate SCAG's regional aviation forecasts.</p> <p>CitiGroup Technologies is responsible for modeling different scenarios for the Aviation Task Force and updating the previous work that is a part of the RTP. RADAM is an integrated passenger, air-cargo, maglev, and ground access model based on behavior of passengers, airlines, corporate businesses, etc. The intent is to shed new light on aviation demand for years 2010, 2020, and 2035.</p> <p>Update on Regional Airport Management Implementation Study Dr. Steven Erie stated that this is phase two of a study that surveyed airport authorities around the country and identified the most appropriate organizational structures for a new Regional Airport Consortium. Three governance arrangements stood out in the previous study:</p> <ol style="list-style-type: none"> 1. A structured Memorandum of Understanding (MOU) among the region's 10 established or emerging air-carrier airports. 2. A new Joint Powers Authority 3. A reconstituted Southern California Regional Airport Authority. <p>The follow-up study focuses on critical questions of regional airport governance, institutional design, and implementation</p>	<p>December 2006 - 10:00am – 12:00pm SCAG Offices, San Bernardino A&B Conference Room</p> <p>MEETING AGENDA NOT AVAILABLE</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>for the SCAG and SANDAG region.</p> <p><u>ACTION ITEMS</u> New 2030 Aviation Scenarios Aviation system scenarios that were evaluated for the 1998, 2001 and 2004 RTPs were designed to represent a wide range of future conditions in the regional aviation system. Staff has proposed several new scenarios for the 2008 RTP that are not significantly different from ones modeled for the 2004 RTP. The primary difference is that they will embody a forecast horizon of 2035 instead of 2030. Fuel price assumptions will be significantly higher in the long term, commuter airports would be added to these scenarios, which were not included in the modeling for the 2004 RTP, and demand from San Diego County will be included in the modeling, with and without a new air carrier airport assumed at MCAS Miramar. Finally, physical capacity issues will be re-evaluated at several airports including San Bernardino International, March Inland Port, Bob Hope and Ontario.</p> <p>The proposed new regional aviation system scenarios are: the Unconstrained Scenario, Constrained Scenario, and Preferred Scenario. Motion was made to approve for submittal to the Transportation and Communications Committee, new regional aviation system scenarios for RADAM for the years 2010, 2020, 2030, and 2035. <i>Recommended Action:</i> Approved</p>	
<p>Goods Movement Advisory Committee (GMAC)</p> <p>Website: www.scag.ca.gov/goodsmove/</p> <p>SCAG Contact: Danny Wu Contact Email: wu@scag.ca.gov Contact Phone: (213) 236-1930</p>	<p>October 18, 2006 MEETING CANCELLED</p>	<p>November 15, 2006 - 9:00am-11:00am SCAG Offices, Downtown Los Angeles</p> <p>MEETING AGENDA NOT AVAILABLE</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p>Regional Transit Task Force (RTTF)</p> <p>SCAG Contact: Jeremy Bailey Contact Email: bailey@scag.ca.gov Contact Phone: (213) 236-1867</p>	<p>July 19, 2006</p> <p><u>INFORMATION ITEMS</u> Compass 2% Strategy Update Mark Butala, SCAG, presented an overview of the Compass Blueprint Program's current progress and plans for the upcoming year. Mr. Butala stated that there are four Suites of Services available to the regions local governments for aerial photos, parcel level data, mapping, re-development, and planning: LA Lots, Tipping Point Analysis, Photoshop, and Google Earth.</p> <p>SCAG's goal is to have an estimated 30-35 of its larger scale Demonstration projects completed by the end of 2007. SCAG is currently participating in 14 Demonstration Partnerships and is accepting applications for its third round of demonstration projects this summer.</p> <p>Staff is also working on refining the 2004 Growth Forecast for the 2007 RTP. A series of workshops will be held this summer in each sub-region where staff will display SCAG's updated Growth Forecast.</p> <p>Metro Transit Projects Update Doug Kim updated the committee on the Metro Plan. Metro is currently working with SCAG's legal staff on finalizing a draft of the Transit Operator Agreement and will then bring it back to the RTTF.</p> <p>Metro is in the process of updating its 25 Year Transportation Plan. Both SCAG and Metro are trying to identify new opportunities that could be beneficial to both agencies if the Infrastructure Bond passes. Metro has no plans to identify any new recommended transit priorities until the benefits are recognized after the November election.</p> <p>SAFETEA-LU JARC/New Freedom Update Jeremy Bailey updated the committee on the SAFETEA-LU JARC/New Freedom. Metro, OCTA, and VCTC have opted to become their own Designated Recipients for these programs while RCTC and SANDBAG will have SCAG</p>	<p>September 20, 2006 – 10:00am-12:00pm SCAG Offices, Downtown Los Angeles</p> <p><u>ACTION ITEMS</u> Approve July Meeting Minutes</p> <p><u>INFORMATION ITEMS</u> RTP Update</p> <p>Growth Forecasting Update</p> <p>Farebox Recovery Effects on Transit Service Expansion & Revenues</p> <p>Successful Joint Development Case Study</p> <p>Redlands Passenger Rail Station Area Plans</p> <p>RTP (Transit) Model Update</p> <p>Transit Operator Agreement Update</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>remain the Designated Recipient.</p> <p>Bob Huddy, SCAG, stated that staff sent Caltrans a recommendation approving CTC's requests to become their own Designated Recipients for both the JARC and New Freedom Programs. Staff finds, however, that Regional Council needs to approve the request as well and will be presenting a resolution to the Board in September. The resolution will authorize those agencies who have requested to become the Designated Recipients for 5316 (JARC) and 5317 (New Freedom) funds.</p> <p>Update on Transit Operator Agreement SCAG is in the process of drafting an agreement for Riverside County. Staff is in the process of meeting with SCAG's legal staff and OCTA to finalize some minor changes that are being made to the agreement based on the last set of comments SCAG received. SCAG also received comments from Metro on the LA County agreement which are currently being reviewed by staff.</p> <p>Transit Model Update Item was postponed until the next meeting.</p>	
<p>Transportation Conformity Working Group Interagency Consultation</p> <p>Website: http://www.scag.ca.gov/tcwg/</p> <p>SCAG Contact: Jonathan Nadler Contact Email: nadler@scag.ca.gov Contact Phone: (213) 236-1884</p>	<p>August 22, 2006</p> <p><u>INFORMATION ITEMS</u></p> <p>RTIP Update Rosemary Ayala, SCAG, stated that the 2006 RTIP was approved by the SCAG Executive Committee on July 27, 2006. The document is now before the state and federal agencies for review. The due date for the state to submit the Federal State Transportation Improvement Program to the federal agencies is September 1, 2006.</p> <p>RTP Update Philip Law, SCAG, stated that staff had forwarded two amendments to the federal agencies. Currently, the 2004 Plan amendment for the Omnitrans SBX Transit Project and the Center Line Amendment are under review. It is anticipated that the federal agencies will issue one conformity determination in early October, covering both the</p>	<p>October 24, 2006, 10:00am -12:00pm SCAG Offices, Downtown Los Angeles</p> <p>MEETING AGENDA NOT AVAILABLE</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>RTP amendments and the 2006 RTIP.</p> <p>To address the new SAFETEA-LU requirements, SCAG's first strategy will conduct a Gap Analysis to bring the current 2004 Plan into compliance. The second strategy is to accelerate the schedule for the full RTP update which will occur by December 2007. Staff plans on having a draft Gap Analysis released in December 2006 and have the Board consider adopting it in February or March 2007.</p> <p>TCM Update Jessica Kirchner, SCAG, updated the committee on the current progress of the TCMs. Two TCM Working Group meetings were held. Comments are still being accepted until August 25, 2006. Staff will ask SCAG's Energy and Environment Committee to approve SCAG's portion of the Draft 2007 AQMP for the South Coast Air Basin in September. Staff also discussed the Reasonable Available Control Measures (RACM) analysis. None of the candidate TCMs reviewed were deemed feasible, thus, they did not meet the criteria for RACM implementation.</p> <p>Review of PM Hot Spot Interagency Review Forms The Working Group considered 12 interagency review forms to determine whether the projects were of air quality concern and required a PM hot spot analysis. The review concluded the following: Not a POAQC (LA0C40, ORA120535, LA17850, LA18850, RIV010203, LA996381, LA996348), On Hold (LA0D477, ORA00147, RIV060118, SBd0H760), and Exempt from hot spot analysis (LAOC8057).</p> <p>PM Hot Spot Process Jonathan Nadler, SCAG, discussed further refining the review process through the creation of a list of primary contacts at the County Transportation Commissions and also at each Caltrans district. The role of each contact person is to collect and forward the interagency forms to SCAG.</p>	

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p>Regional Council</p> <p>Website: http://scag.ca.gov/committees/rc.htm</p> <p>SCAG Contact: Shelia Stewart Contact Email: stewart@scag.ca.gov Contact Phone: (213) 236-1868</p>	<p>September 14, 2006</p> <p><u>ACTION ITEMS</u> Administration Committee Report No report.</p> <p>Energy & Environment Committee (EEC) Report Councilmember Washburn stated that the EEC recommended that the Regional Council support Propositions 1E and 84. He wanted the item to be considered as an urgent item. <i>Recommended Action:</i> Motion to add Propositions 1E and 84 to the agenda for consideration failed. Item will be placed on the October agenda.</p> <p>Transportation & Communications Committee (TCC) Report No report.</p> <p>Community, Economic & Human Development Committee (CEHD) Report Councilmember Edney, Vice Chair, reported that the CEHD committee formed a subcommittee to examine policy considerations and methodologies for the RHNA process. The committee consists of one member from each county within the SCAG district. President Burke announced that Alternates would also be appointed to serve on the subcommittee as well. First meeting is scheduled for 1:00 pm, Thursday, September 21, 2006 at SCAG offices in downtown LA.</p> <p>Communications & Membership Subcommittee Report Annual Update of SCAG's Communication Strategy Councilmember Becerra, Chair, reported that each year the subcommittee reviews and updates the Communication Strategy. The Strategy sets forth the agency's communication goals, message, execution, target audiences, strategies and tactics. The final version will be printed in a reader-friendly booklet format.</p> <p>Southwest Compact Task Force Report Councilmember Edney, stated that the task force has</p>	<p>October 5, 2006, 12:00 pm - 1:30pm SCAG Offices, San Bernardino A & B</p> <p><u>ACTION ITEMS</u> Administration Committee Report</p> <p>Energy & Environment Committee Report Proposition 1E & 84 <i>Recommended Action:</i> Support</p> <p>Transportation & Communications Committee Report Propositions 1A & 1B <i>Recommended Action:</i> Support</p> <p>Resolution #06-478-2 Supporting Continued Study of a Tunnel Option to Complete the 710 Gap Closure <i>Recommended Action:</i> Adopt</p> <p>Community, Economic & Human Development Committee Report Proposition 1C <i>Recommended Action:</i> Support</p> <p>Communications & Membership Subcommittee Report</p> <p>Southwest Compact Task Force Report</p> <p><u>INFORMATION ITEMS</u> 2007 South Coast Air Quality Management Plan</p> <p>RHNA Funding Strategy for Subregions</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>revitalized the scope of their Strategic Plan. The Strategic Plan will be presented to the RC within the next two to three months.</p> <p><u>INFORMATION ITEMS</u> State of the Motion Picture Industry A report was prepared at the request of the RC for purposes of examining the motion picture industry in the region.</p>	
<p>Energy and Environment Committee</p> <p>Website: http://scag.ca.gov/committees/eec.htm</p> <p>SCAG Contact: Sylvia Patsaouras Contact Email: patsaour@scag.ca.gov Contact Phone: (213) 236-1806</p>	<p>September 14, 2006</p> <p><u>ACTION ITEMS</u> 2007 South Coast Air Quality Management Plan (AQMP) Jonathan Nadler, SCAG, provided a report summarizing SCAG's portion of the draft 2007 AQMP. <i>Recommended Action:</i> Approve</p> <p>Workshop on Water Efficient Land Use Planning Dan Griset, SCAG, introduced Susan Longville, Director of Water Resources Institute, Cal State San Bernardino, who provided a report on the importance of SCAG's collaboration in hosting a workshop and participating in two Advisory Committees. <i>Recommended Action:</i> Approve</p> <p><u>INFORMATION ITEMS</u> I-170 (South) EIR/EIS MOU Alan Thompson, SCAG, informed the Committee that this item is going to the Regional Council through the Administration Committee for approval today. It is being brought to the EEC as an information item because it involves an EIR/EIS. The MOU partners SCAG with MTA, Gateway Cities COG, Caltrans, and FHWA to work together on this EIR.</p> <p>Clean Alternative Energy Act Jennifer Sarnecki, SCAG, introduced Kate Lutz, YES on Proposition 87 and Ted Green, NO on Proposition 87, who provided information for both sides of the Proposition 87. <i>Recommended Action:</i> Approved to Receive and File.</p>	<p>October 5, 2006, 9:45 am - 10:30am SCAG Offices, Riverside A</p> <p><u>INFORMATION ITEMS</u> 2004 RTP Update Strategy/SAFETEA-LU Environmental Compliance Staff will present the proposed approach for environmental compliance with SAFETEA-LU.</p> <p>Regional Comprehensive Plan (RCP) Open Space and Habitat Chapter Staff will present the preliminary goals and strategy for the Open Space and Habitat Chapter of the RCP.</p>

SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p>Community, Economic and Human Development</p> <p>Website: http://scag.ca.gov/committees/cehd.htm</p> <p>SCAG Contact: Laverne Jones Contact Email: jones@scag.ca.gov Contact Phone: (213) 236-1857</p>	<p>September 14, 2006</p> <p><u>ACTION ITEMS</u> Draft 2007 Integrated Regional Growth Forecast; Regional and County Level Disaggregation and Regional Housing Needs Assessment (RHNA) Work Program and Schedule Karen Tachiki, SCAG Chief Counsel, gave a brief background on the Pilot Program. She reported that the SCAG legislation did not make it through the session and the differences and similarities since the July approval of the Pilot Program. Frank Wen, Program Manager for Regional Growth Forecasting and Policy Analysis, presented the Draft 2007 Integrated Regional Growth Forecast consisting of population, households, housing units, and employment at the regional and county level. Hasan Ikhata, Director of Planning and Policy, went over the RHNA timeline and summarized the staff recommendation. <i>Recommended Action:</i> Approve the draft forecast and RHNA Work Program and Timeline and proceed with the disaggregation of the draft 2007 integrated regional growth forecast into smaller geographic levels and schedule of subregional workshops as described in the staff recommendation.</p> <p>Formation of a Subcommittee of CEHD for RHNA Policy Considerations Chair Bowlen announced that Vice Chair Edney would chair the Subcommittee for RHNA Policy Considerations. Mr. Edney announced the members of the Subcommittee. First Subcommittee meeting will be held September 21, 2006 at SCAG offices, 1:00 pm. First public hearing for the RHNA will be held the following week on September 28, 2006 from 8:30 am to 12:30 pm. Chair Bowlen stated that all members were welcome a the Subcommittee meetings or that they should contact the representative for their county with input.</p>	<p>October 5, 2006, 9:45 am – 10:30am SCAG Offices, San Bernardino A & B</p> <p><u>ACTION ITEMS</u> Compass Blueprint Demonstration Project Selection Based on selection criteria approved by CEHD, staff developed a matrix providing a ranking for the Demonstration project applications received by the advertised September 15, 2006 deadline. <i>Recommended Action:</i> Approve the ranking projects that fit within the criteria. Authorize negotiation of final project costs and, if needed, seek additional funds to potentially complete all projects.</p>